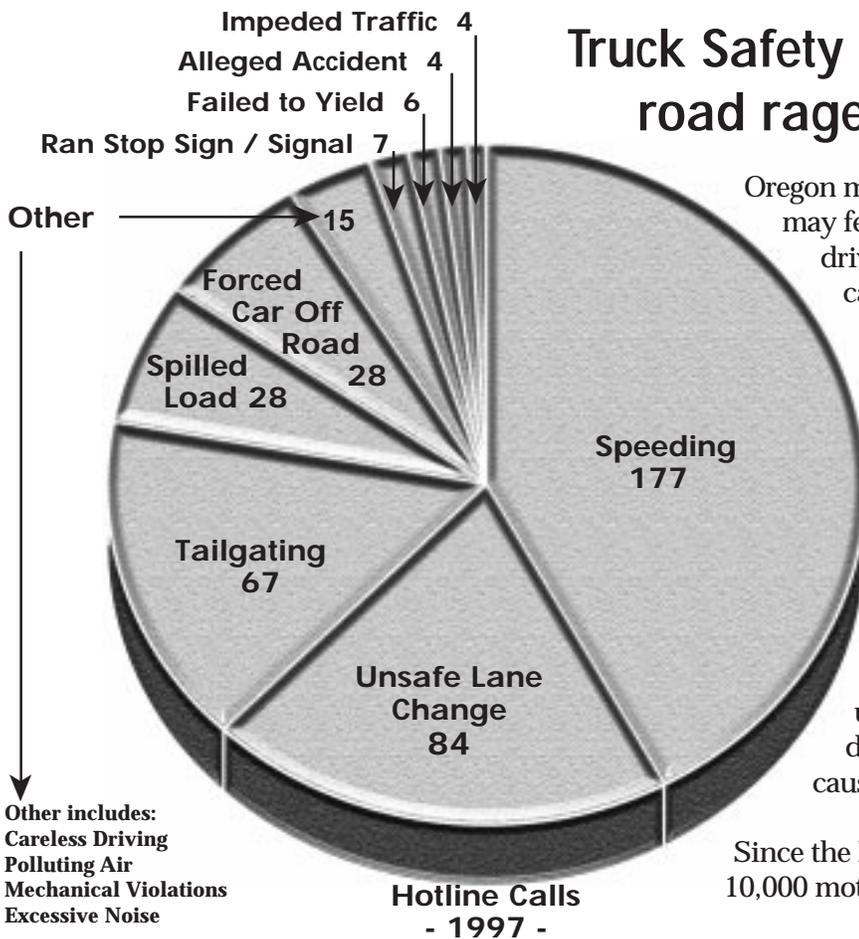


Truck Safety Hotline offers outlet for road rage — 1-800-248-6782



Oregon motorists have a sane outlet for any rage they may feel when sharing the road with unsafe truck drivers. They can simply pick up the phone and call **1-800-248-6782** — the toll-free **Truck Safety Hotline**. Calls are recorded 24 hours a day, seven days a week.

The Motor Carrier Transportation Branch (MCTB) received a total of 1,022 Hotline calls last year and 420 of them relayed enough information to clearly identify the vehicle involved. MCTB sent letters to each of those carriers asking them to look into the complaint, most of which involved reports of trucks speeding, changing lanes unsafely, or tailgating. Those three bad truck driving habits are among the most common causes of truck-at-fault accidents.

Since the Hotline was established in 1988, more than 10,000 motorists have called to report hazards.



MOTOR CARRIER NEWS

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All new computer projects are on hold until Y2K bug is fixed

MCTB rallies to solve Year 2000 computer date problem

As of April 1, there are only 457 working days until January 1, 2000, and that has the pressure turned way up for people at the Motor Carrier Transportation Branch (MCTB).

Technicians are working hard to avoid potential problems with the way MCTB computer systems keep track of dates. Without this focused attention, the first day of the new millennium could be one very bad day for an agency that manages the records of 35,000 carriers registered in Oregon.

That could be the day MCTB computer misinterprets the 01/01/00 date code to mean January 1, 1900. As a result, it may then decide to send thousands of suspension letters because suddenly every carrier appears to be very late paying taxes and fees! Or it may figure MCTB owes 100 years of interest on bonds and cash deposits it's holding!

"Nothing like that will happen if we follow our plan, but there's a lot of work and testing to do," MCTB Manager Gregg Dal Ponte said.

MCTB must fix the date problem in all "mission critical" systems, including those related to the International Registration Plan, International Fuel Tax Agreement, Over-Dimension Permits, Weight-Mile Tax, Insurance, and Bonds.

The Year 2000 (Y2K) problem,

also called the Millennium Bug, was planted in these systems decades ago by programmers trying to save computer space. They decided to use just two digits to indicate the year (i.e., 1968 became 68). Doing that was essentially telling the computer that every year begins with 19, which works fine until the Year 2000. Now the two-digit

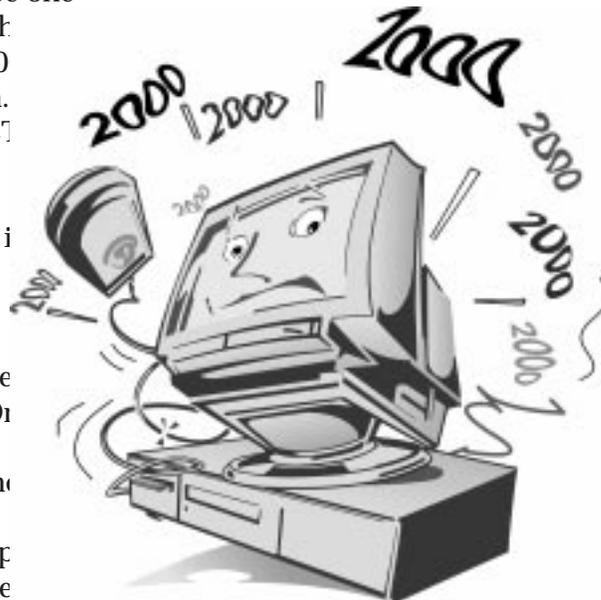
would allow carriers to obtain credentials, file reports, and pay taxes electronically.

"We've got our hands full with the Y2K issue right now, and we can't take the time to create new systems," Dal Ponte said.

The new projects were part of Oregon's plan for the Commercial Vehicle Information Systems and Networks (CVISN) program. Oregon is one of eight states selected by the Federal Highway Administration to demonstrate how computers and intelligent transportation systems can benefit commercial vehicle operations.

"We're still committed to modernizing information systems and making it easier for carriers to conduct business from their home or office via computer," Dal Ponte said. "We'll reevaluate things later this year and if we've made progress fixing Y2K we may restart certain projects."

How big is the Y2K problem throughout ODOT? The Department has 18,000 mainframe programs with 7.5 million lines of computer code and 6,000 specialty PC applications that need to be checked. ODOT expects to spend \$32 million to correct its high-priority systems, plus other essential equipment that has embedded date-sensitive microchips. This includes such things as fax machines, traffic lights, HVAC and security systems, and some machinery.



year threatens to cripple a computer's ability to sort, compare, and index records, as well as complete routine calculations.

At MCTB, Dal Ponte is taking the problem very seriously. He recently ordered a halt to all new computer projects until the existing systems are fixed. As a result, MCTB returned \$1.5 million approved by the 1997 Legislature to be spent on systems that

MCTB combines Extended Weight truck permits

The Motor Carrier Transportation Branch (MCTB) has introduced several changes that will reduce paperwork and eliminate some of the confusion surrounding oversize / overweight truck variance permits. The changes affect Extended Weight permits that allow vehicles with legal axle weights to exceed the maximum legal weight of 80,000 lbs., up to 105,500 lbs., when transporting a divisible load.

All Extended Weight permits are being consolidated into two simple categories: (1) Permits for power units that pull triple trailers and all other authorized combinations, and (2) Permits for power units that pull all authorized combinations except triple trailers.

This eliminates the need for many carriers to obtain separate Extended Weight permits for a power unit that operates under different vehicle configurations. For example, if a carrier uses a power unit to pull a single trailer one day and double trailers the next day, it will not need separate permits for each of those vehicle configurations when operating at extended weight.

Other changes related to Extended Weight permits include:

Replacement of "Interstate Weight Exemption" permits — Extended Weight permits will now be used for those vehicles that operate at legal weight but according to the exceptions to Permit Weight Table 1, as shown on the reverse of Permit Maps 1 and 7.

This replaces the Interstate Weight Exemption permit.

Replacement of the permit for "All Commodities in a Semitrailer Not Over 53' in Length" — Carriers using semitrailers that are not over 53' in length can obtain an Extended Weight permit, an Oversize / Overweight permit, or a Truck-Tractor / Semitrailer combination (legal weight) permit.

Carriers receiving a courtesy reminder about renewing a permit should check to make sure they still need the permit. MCTB will not refund fees for permits issued, or duplicate permits ordered, before March 2, 1998.

Carriers with questions should contact the Over-Dimension Permit staff at (800) 336-3602 or (503) 373-0000.

OVERSIZE LOAD sign must be reflectorized

Trucks traveling at night with over-length and over-width loads better have a reflectorized sign or they'll be cited and forced to wait until daylight to proceed.

Effective January 1, 1998, trucks traveling between sunset and sunrise are required to use an OVERSIZE LOAD sign with a highway-yellow background made of reflectorized material. The requirement is one of many related to warning signs and flags, all of which are contained in Oregon Administrative Rule 734-082-0037.

Motor Carrier Enforcement Officers were instructed to issue warnings until mid-February, but now trucks not in compliance are subject to a \$72 citation and legalization.

Rule change allows moving wider homes

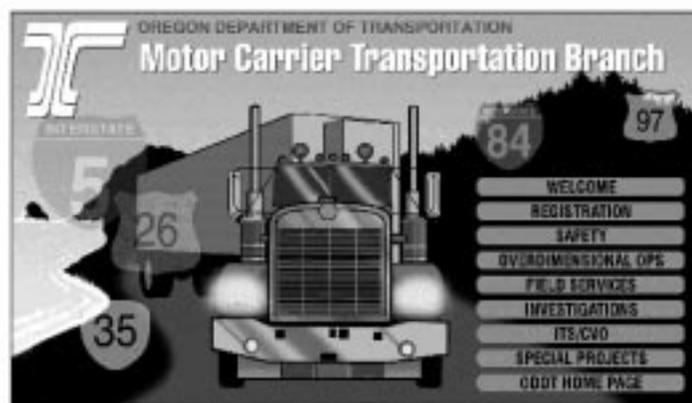
The Oregon Transportation Commission (OTC) has approved a rule change allowing for the movement of manufactured homes with a base width of up to 16 feet. Beginning April 1, permits will be issued for such movements if they occur at certain times of day, use a second pilot car, and have the

approval of the cities and counties affected.

The Oregon Manufactured Housing Association requested the rule change to bring Oregon rules in line with those in California, Idaho, and Washington. The OTC approved the rule change at a March 5 hearing after examining regulations in all four states.

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www.odot.state.or.us/motcarr/hweb/index1.htm

What's new at the MCTB web site? Now it's a source for the latest information about truck size and weight restrictions on roads around the state. Click on "Over-Dimensional Operations" and "Restrictions" to see where trucks can and can't go in Oregon.

Special operation checks carriers on US30

Carriers traveling US 30 on February 4 encountered an unusual gathering of interagency personnel looking for truck size, weight, and safety violations. Enforcement officers from the Motor Carrier Transportation Branch joined in a "saturation patrol" operation involving Oregon State Police, Washington State Patrol, Multnomah County Sheriffs, Rainier City Police, and Internal Revenue Service Diesel Fuel Compliance Officers.

In seven hours (8 AM to 3 PM), enforcement officers weighed 146 trucks and issued nine citations for size and weight violations. They conducted 16 complete, Level I inspections and put 15 of the vehicles out-of-service for serious safety violations. They also conducted four walk-around inspections and put two of those vehicles out-of-service. They checked the diesel fuel in 50 trucks and found one using dyed fuel (that operator now faces a \$1,000 civil penalty). A total of 17 citations were issued, including one for operation of an unsafe vehicle, one for a hazardous materials-related violation, one for log book violations, one for driving without a CDL, two for no Oregon truck license, and one for operating without authority.

The partnership of ODOT, OSP, WSP, and local police agencies will be conducting more saturation patrols in the future as part of an ongoing safety plan to ensure compliance with regulations.

MCTB taps replacement for Paul Henry

The Motor Carrier Transportation Branch has selected David McKane to be the new Manager of Investigations, Safety, and Federal Programs. McKane replaces Paul Henry who retired in February.

McKane joined the Public Utility Commission in 1985 as a Motor Carrier Safety Specialist and was soon promoted to Senior Inspector and then Regional Manager. When PUC's Transportation Program was merged with ODOT, he became the Field Inspection Program Manager.

"David competed successfully in a field of extremely well-qualified individuals for this position," noted MCTB Manager Gregg Dal Ponte.

Willamette Traffic Bureau to provide Driver Physical forms and Examiner's cards

The Willamette Traffic Bureau (WTB) is the new source for truck driver Physical Examination forms and Medical Examiner's Certificate cards. MCTB had been providing the forms and cards to medical clinics and physicians until a recent evaluation of the service revealed it was too costly. Depending on the quantity ordered, WTB charges from 6-30 cents for the Physical Examination form and from 10-30 cents for the Medical Examiner's cards. To order, contact the Willamette Traffic Bureau, 1444 SE Hawthorne Blvd., Portland OR 97214, or call 1-800-727-7293 or 503-236-1183.

Complaints

During the fourth quarter, October through December 1997, Motor Carrier Transportation Branch staff finalized a total of 62 complaint actions. The numbers following each name indicates the number of violations confirmed in the complaint process.

** Denotes second complaint within five years.

*** Denotes third complaint within one year of second.

- Denotes failure to produce records, resulting in suspension of authority.
- Denotes failure to produce records a second time, resulting in cancellation.

Safety Violations

Staff finalized 31 complaints involving violations discovered during safety compliance reviews at carriers' terminals, violations related to failure to return a driver/equipment compliance

check form, or violation of an out-of-service notice.

A & B Enterprises, Inc. 8
Babcock Trucking, Inc. 37
Cherry City Metals, Inc. 6
Dailey's Trucking 3**
David Clelland Trucking 25
Devil's Lake Rock Company 3
Eagle Veneer, Inc. 10**
Erro Logging 1
Fernlund Trucking 36
Gary Fiorante Trucking, Inc. 18
Haulin' Associates M T 5
Henarie Trucking, Inc. 2
Henry Dozing & Excavating 13
Joe Johnson Excavation 4
Key Manufacturing & Rentals 9
Lammi Sand & Rock Products 12**
Marca Trucking & Excavating, Inc. 15
Martin Bros., Inc. 5
Robert N. McClure Enterprises 20
Robert Neil Merten and Brinegar Joseph Merten 8
Oregon Trail Mushrooms 20***
Pieratt Brothers, Inc. 9**
R.W. Swanson Hauling 10
Rocky Mountain Enterprises 6

Roseburg Forest Products 1
Swift & McCormick Metal Processors, Inc. 6
Tarasco Trucking 13
Gary Dean Uhl 12
Western Carriers of Oregon, Inc. 12**
Thomas Roy Westfall 1 (driver jumping out-of-service)
Zehner Farms 70

Other Violations

Staff finalized 31 complaints involving violations related to failure to produce records, operating without valid registration, permit, plates and passes, or operating a vehicle without proper external identification.

Chris M Bogh ABN Home Care Moving 1
Carter & Son Well Drilling 10•
Container Recovery, Inc. 13
Ted Copher 4
Parmelia P. Crow 10•
D&B Trucking 6
Doughtery Leasing Corporation 20••
The Draggin' Wagons 4

Eassons Transport Limited 3
Galaxy Logistics 10•
Teri L. & John E. Goodson, AKA Desert Rose Charter Bus Co. 21
James K Hill Trucking 6
Home Care Moving 1
J P Transport 4
K T Collier Trucking 7**
Matlock Transportation 3
Naylor Equipment, Inc. 4
Ontario Asphalt & Concrete, Inc. 11
Pasco Motor Freight 15
Pride of the Country Carriers, Inc. 5
Ready-Mix Limited Partnership 314
Reliable Truck Lines 1
Patrick Stephen Rivelli AKA Super Movers 2
Tom Rogers Distributor, Inc. 2
Ron Schnelle Trucking 18
Sage and Sand Equine Center 25
Schubert & Sons Ready-Mix L.L.C. 73
Shurgard's Storage To Go, Inc. 33
Thomas Heavy Hauling, Inc. 1
Wood Products Services 6
Zebra Express 12